INDUSTRIAL RELATIONS SECTION
NOV 8 1939

Farley Lauds Line Pilots in North Beach Dedication Address

THE AIR LINE PILOT

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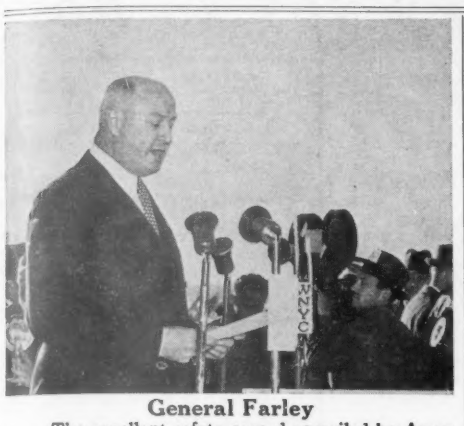
NWA and C&SAL Pilots Present Employment Agreements



General Farley

. . . The excellent safety record compiled by American air transportation is due in a large measure to the skill and efficiency of its pilots.

Mayor LaGuardia

. . . We are dedicating a giant airport to peace, to the pursuits of commerce, and friendly relations with all the countries whose planes will land at this terminus.

LaGuardia Opens Giant Air Terminal

On October 15, 1939, a beautiful cloudless autumn day, witnessed by a crowd of 35,000, Mayor Fiorello "Little Flower" LaGuardia proudly dedicated North Beach, New York's new $40,000,000 airport. Army planes, air liners, and a Pan American Clipper droned overhead creating a fitting setting for this momentous occasion. The entire affair was awe-inspiring.

NORTH BEACH IS DIFFERENT

Most of the present-day populace have seen many airports, but this one—North Beach—stands out because of its size—the long well-laid-out runways—the truly mammoth hangars—the two circular, uniquely yet efficiently designed administration buildings with their long, raised promenades facing the loading ramps—it stands out because it is different—constructed on a far bigger scale—accommodates both the far-flung ocean routes and the vast domestic network in a manner heretofore scarcely dreamed of. All this added up makes North Beach the greatest airport built in modern times. It is truly a forerunner of the world of tomorrow.

OUTSTANDING ARRAY OF SPEAKERS

Many important personages spoke during the dedication ceremonies. The speakers' stand, impressively bedecked with flags, gave the entire affair a holiday atmosphere of grandeur but did not detract from the creative import of the occasion which amounted to adding to America's already great air network another milestone that is of such impressing proportions that it surprised even the rapidly-graying pioneers of air transportation development.

POSTMASTER GENERAL IN IMPRESSIVE ORATION

General "Jim" Farley spoke impressively and interestingly, weaving the history of air transportation through the years and paid high tribute to its builders

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LATE NEWS IN BRIEF

Record

Domestic air lines flew 669,120,405 passenger miles during the month of September and thereby again broke the record. This figure represents an increase of 39.69 per cent compared with the same month of last year and an increase of 1.68 per cent over the previous record-breaking month of August, 1939. An increase of 30.16 per cent was recorded for the first nine months of 1939 as compared with the same period of last year.

Results

A number of months ago line pilots complained that their planes were breaking through at the Toledo airport. The matter was brought to the attention of city authorities, by ALPA, who now report that the runways will be repaired so the airport can open to transport planes next spring. The reconstruction will cost $235,000.

Progress

Beautification in grounds, convenience in location, practical and modern in design, has been the recent trend of U. S. municipal-

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New Conferences To Begin Soon

After a series of conferences, the Local Pilots Executive Councils of Chicago and Southern Air Lines and Northwest Airlines, namely, Council No. 48 (C&SAL) New Orleans and Councils No. 1 and 54 (NWA) Minneapolis and Seattle respectively, finished compiling and presented employment contracts to their companies. These contracts were officially transmitted on October 23.

Other Proposals to Be Submitted in Near Future

Additional agreements are being drafted by the pilots on a number of other lines which they will submit to their respective companies shortly.

Contract Progress Outlined

The score on contracts now stand as follows: AA, TWA, and Braniff completed; PCA completed with exception of few legal technicalities still in dispute; Panagra completed with minor exceptions and placed into effect on April 1, 1939; UAL nearing completion.

AIRWORTHINESS CONFERENCE HELD

On October 12 and 13, 1939, the Airworthiness Division of the Civil Aeronautics Safety Section held a conference for the purpose of considering revisions to Part 04 of the Civil Air Regulations having to do with the airworthiness requirements of certificated aircraft. After a welcoming address by Edward P. Warner, member of the Authority, the gathering separated into three subcommittees each to consider a different phase of the subject. The three subjects discussed in the respective groups were (1) Performance and flight characteristics, (2) Power plant installation requirements, and, (3) Strength and detail design requirements.

Same ALPA Committee Represents Pilots at Both the October 10 and October 12 and 13 Conferences

The subcommittee on performance and flight characteristics of aircraft was attended by the same ALPA committee as attended the October 10 Weather Reporting and Air Traffic Conference held by the Airways Operation Division of the CAA. The reason for this was that this committee was representative of a large number of air line pilots and to have them attend both conferences eliminated

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—Photos by Acme.

IT LOOKED LIKE THIS FROM THE AIR. North Beach airport is impressive to the point of staggering the imagination because of its just plain bigness. In foreground is the clipper base with its own Administration Building. Further back is the landing field and second Administration Building. It is a municipal terminus designed to accommodate both domestic and ocean flying service; total area is 558 acres of which 358 are made-land. The creation of the made-land, necessary to complete this project, required approximately 500,000,000 cubic feet of fill. The cost of New York City's new air terminus was $40,000,000. The longest runway is one mile and 720 feet in length. The hangars, administration buildings, and other appurtenances are all of mammoth proportions. North Beach is a truly modern airport, built to serve our largest metropolis, the country's largest travel market, setting a new all time high in the phenomenal development of American air transportation facilities.

1939 Convention Postponed—Dec. 4

THE 1939 CONVENTION OF THE AIR LINE PILOTS ASSOCIATION WHICH ORIGINALLY WAS SCHEDULED TO BEGIN ON NOV. 15 HAS BEEN POSTPONED TO BEGIN ON DEC. 4. IN ADDITION TO OTHER REASONS, IT WAS FELT THAT THIS NEW DATE WOULD BE MORE SATISFACTORY BECAUSE OF THE INCREASED BUSINESS ON THE AIR LINES THIS SUMMER WHICH IT APPEARS WILL EXTEND WELL INTO THE FALL SEASON.

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"Public safety calls for pilots of high character and great skill. The occupation is a hazardous one. Therefore, the law should provide for a method to fix maximum flying hours, minimum pay and a system for retirement or annuity benefits."
—President Roosevelt.

147-DAYS-UNTIL-SPRING

The remark, "We haven't had an accident for a long time and I hope we will be able to keep it up," is, of late, frequently heard from all sides—the big and little in the industry—officials, mechanics, pilots, dispatchers, radio operators, and the federal regulatory bigwigs. This statement expresses two widely varied meanings; the first being a fact reflecting the splendid safety record that the industry has created during the past months. The second is merely the desire of good accomplishment by expectation. Accomplishment by expectation is, to say the least, nothing more than a fickle assumption.

The pilots have contributed much, as have many others, to increasing air safety as is amply proven by the crashless period we have just gone through. That's all fine, splendid, and very good, but it is only a record of yesterday's accomplishments. Today, tomorrow, and all the other 147 days just ahead until Spring again brings fair weather, is now our essential concern—days filled with soupy, bad weather during which countless flights must be successfully negotiated. Surely all will agree that to merely coast on our laurels isn't enough. We must do more—yes, a great deal more.

The public is not interested in percentages—fancy wrought figures—they are impressed with fatalities. They can understand them. Public confidence is hard to gain and remarkably easy to lose. Now that we have gained it, at least in a measure, let's guard it tenaciously, jealously, and not let it slip from a careless grip. Obviously, no one need have any illusions about what it means to lose public confidence. If he has, he need only to turn the pages of time back to December, January, and February of 1936-1937.. Fancy coined phrases—indifference to the real obstacles to air safety—will not do the trick. Getting the airplanes from here to there for the next 147 days without cracking them up will. That is the problem scraped painfully close to the bone.

Many factors have a bearing on the successful completion of a flight, the principal of which stands out in bold relief. It is the question of when to cancel or not to cancel in border-line weather. A cancelled flight means a loss of revenue but the few thousand dollars that cancelled border-line flights will add up to in the coming winter will return countless millions to the industry later because of greater public confidence in air travel. Surely it is not good business for the industry to cut itself off at the pockets by having bad weather crashes.

The answer is, in the first instance if the weather is border-line, the flight should be cancelled, and secondly, it should be fully realized by all involved that on the successful completion of each flight actually dispatched depends the good or bad record of the coming winter's operation and the current and future expansion of America's air transportation system as well. Last winter's operation has proven that this is possible.

It can be done again—by actions—to merely hope is dangerous—and remember, it's only 147 days until Spring. Tomorrow, it will be 146 and so on. March 21 will be the *ZERO DATE*. Let's all *"HOLD THAT LINE"* for air safety and make the coming winter's record of crashes likewise *ZERO*.

—David L. Behncke

CHRIS' FLIGHT PLAN NOT SO HOT

By OWEN C. ROSS
Council No. 32, PCA
Detroit, Mich.

As I remember my history, when Chris Columbus hocked Queen Izzy's earrings, bought three sailing scows and headed for Miami, he carried quite a deck-load of free spirits—the two-legged, adventurous variety, and also the bottled-in-bond stuff. But having no auxiliary engines to fuss around with he didn't need the propelling spirits carried in tanks nowadays and rationed out to the engines of our modern craft. Instead, he depended on sheets of canvas that the ancient mariners of that day called "sails." Chris' flight plan wasn't so hot, or else strong headwinds delayed him, for his bottled spirits finally ran out, and when that happened he had mutiny aboard. About that time a little dove came over carrying a twig, and he knew land must be near by. (Or am I confusing this with another little cruise made by a guy named Noah?) At any rate, land was soon discovered and the day was saved. Chris can be forgiven his natural error in assuming he had hit Miami on the nose for the dusky maidens he eyed and promptly named "Indians" were of about the same hue, and wearing about the same number of stitches as the gals one sees on the beach at that southern station. Chris promptly held a beauty contest, selected Miss America Number One, and sailed for home only to be tossed into the clink, which all goes to prove that even in those days one could land in the doghouse for claiming to be a judge of curves.

About a Renowned Successor

Seeking to emulate the conquests of his renowned predecessor, our ancient mariner, "Chris" Northrup, sailed from the port of Washington one fine day last summer and headed south. Chris II was handicapped somewhat by the fact he had only one boat to haul his deck-load of spirits. Also, having come into this sea-going racket after the iron men and wooden ships of Columbus' day had been replaced by the faster and heavier models, he couldn't use a sail. So, he had to depend on a tricky gadget he pleased to call an "engine." And an engine has to have spirits of its own, quite a tank-full in fact. Therein lies our story.

The Starved Engine Gave One Last Horrible Gasp and Expired Sine-Die

"Chris" Northrup touched at several ports enroute, wasting his substance in riotous living and giving nary a thought to his faithful craft. And so, on the heaving bosom of the deep, his tired and starved engine gave one terrible gasp and expired. Chris II used all the methods of artificial respiration known to these modern sailing men, but life seemed to be permanently gone. And Chris' deck-load had ebbed away, also, so the situation was serious. Manning a "dingus" known as an oar, he finally managed to make one of those classy-looking docks strategically placed to ensnare those poor souls who need a helping hand and seem able to pay the price. Two men and a boy boarded the helpless craft and immediately set about stripping her of everything that seemed likely to be ailing her. Everything, that is, except the cap

(Continued on Page 6, Col. 4)

Lost Horizons At Newark

By G. R. SHOEMAKER
Council No. 22, AA
Newark, N. J.

At this writing, half the pilots are living in New York and half in New Jersey and nobody knows who is commuting where. It is all very interesting especially when you have to start out for a flight about three hours ahead of time and then just make it.

How Many Times Have I Told You—and etc., etc., and Another Thing

One day Art Caperton decided to solve the problem. He knew a friend of his who owned a Lockheed, so Art decided to fly to work with him. It was CAVU at Roosevelt Field when they took off but when they called Newark, it was instrument weather according to the ATC and after all who can argue with them? They were seventh in line! Seventh in line meant that when they finally advanced to Number One, there was no ceiling at Newark any more, so Art ended up at Roosevelt about fifteen minutes after his trip was supposed to go out of Newark. It was a sad affair for Art, especially when the Big Chief said "How many times have I told you that airplanes are not to be used for transportation?"

So That's the Way It Is

Here Art had been laboring under the impression that airplanes were the only transportation and had even been selling that idea to hundreds of people, but he knows better now. I guess he will have to give his check back to that aviation magazine. As most people know, Art sold a very interesting article to Popular Aviation last month.

Once-a-Week Guys Losing Paychecks

Hugh Smith didn't take my advice on not letting any more southern boys bid into Newark unless they give us a stroke a hole. Fellows like Kruse, Nuckols, and Hefner have come up from the country where they play golf all the time and are taking us poor "once a week" guys for our paychecks. From now on, the bidding system should be changed to specify that the bidder for a run out of Newark will give us two strokes.

Warning! Professional Gamblers Arrive From South

There are a few honorable fellows who have moved up from FV, such as Fanning, Bledsoe, and Robinson that are not playing golf. Also it looks like we can trust McInnis and Stroud but there are rumors around that even they brought their own deck of cards with them from Nashville, so I have my doubts about them, too.

To complete the line-up of new faces at Newark, we have Bill Miller from CG and Ogden, formerly of FV and Montreal.

Thanks to the Boys Who Marched

And in closing, we ought to give the boys who marched in the A. F. of L. parade in New York, a vote of thanks. I don't think it will do the rest of us fellows who sat at home any harm, and those fellows who "put out" for us ought to get our thanks.

"To fly West, my friend, is a flight we all must take for a final check."

In Constant Memoriam

Active

Accidental
Adams, John B.—U. A. L.
Anderson, Lloyd—U. A. L.
Andert, Paul A.—U. A. L.
Barron, John M., Jr.—A. A.
Bickford, L. A.—Panagra
Bigelow, Ed.—U. A. L.
Blom, Edwin W.—U. A. L.
Bogen, W. L.—W. A. E.
Bohnet, Frederick L.—T. W. A.
Bolton, Harvey F.—T. W. A.
Bontrager, C. M.—R. A. L.
Borchers, Adrian—P. A. A.
Bowen, J. E.—T. W. A.
Bowen, Lewis L.—B. A.
Brandon, James L.—U. A. L.
Briggs, Francis W.—A. A.
Broughton, D. E.—U. A. L.
Brunk, Paul S.—P. A. A.
Bucher, Charles L.—P. A. A.
Chamberlain, Cassius B.—N. W.
Cohn, Hanley G.—W. A. S.
Cope, Alonzo—Marine Airways
Cox, Floyd—Ludington
Davis, Alfred W.—U. A. L.
Davis, Douglas—E. A. L.
DeCesare, Frank—Panagra
De Cesaro, Joseph G.—U. A. L.
Dietz, Stuart G.—E. A. L.
Dixon, Andrew, Jr.—D. A. L.
Dunn, Stephen—Panagra
Fields, Glenn T.—A. A.
Fuller, Ray E.—A. A.
George, Hal—T. W. A.
Grover, R. Boyd—U. A. L.
Haid, Arthur A.—N. W.
Hale, S. H.—E. A. L.
Hallgren, W. A.—A. A.
Hill, George W.—A. A.
Holbrook, Clyde M.—A. A.
Holsenbeck, W. M.—P. A. A.
Jamieson, W. L.—E. A. L.
Jones, Lloyd E.—U. A. L.
Kelsey, Harold J.—A. A.
Kincanon, Ted N.—A. A.
King, George B.—P. A. A.
Komdat, Albert C.—E. A. L.
Lewis, Harry C.—T. W. A.
Livermore, Joe—N. W.
Lucas, Al—W. A. S.
Lucas, Verne—Ludington
Lynn, John B.—C. & S. A. L.
McMickle, Harold—Panagra
Malick, Forrest E.—U. A. L.
Mamer, Nick B.—N. W.
Marshall, Gerald V.—A. A.
Merrifield, Austin S.—U. A. L.
Montee, Ralph—T. W. A.
Montijo, John G.—V. A. T.
Morgan, Howard R.—T. W. A.
Mossman, Russell C.—C.&S.A.L.
Neff, Harold—U. A. L.
Noe, Earl J.—T. W. A.
Norby, Raymond B.—N. W.
Odell, M. T.—A. A.
Owens, Clifford P.—W. A. E.
Paschal, A.—P. A. A.
Person, Addison G.—P. A. A.
Potter, Norman W.—U. A. L.
Pursley, C. H.—Panagra
Radoll, R. W.—U. A. L.
Riggs, Russell S.—A. A.
Robbins, Wm. J. B.—A. A.
Rose, John A.—K. L. M.
Rousch, Chas. W.—N. W.
Rust, F. H.—A. A.
Salisburg, Hervey M.—T. W. A.
Sandblom, J. V.—C. P.
Sauceda, J. M.—P. A. A.
Sharpnack, J. W.—U. A. L.
Sheets, Don W.—Panagra
Sherwood, George C.—W. A. E.
Supple, Robert E.—Panagra
Tarrant, Harold R.—U. A. L.
Terletzky, Leo—P. A. A.
Thompson, A. R.—U. A. L.
Underwood, Sanford L.—A. A.
Vance, Claire K.—U. A. L.
Waldron, Joe—A. A.
Walker, M. A.—P. A. A.
Wallace, Clyde W.—T. W. A.
Weatherdon, Edwin—A. A.
West, F. W.—N. W.
Wieselmayer, Otto—P. A. A.
Williamson, P. B.—E. A. L.
Worthen, John A.—W. W.
Zeier, Carl F.—C. & S. A. L.
Natural
Blomgren, Lloyd I.—A. A.
Cochrane, Robert M.—U. A. L.
Fife, John A.—C. A.
Hohag, R. J.—N. W.
McConaughey, Ira M.—A. A.
Phelps, Henry T.—P. A. A.
Swanson, Axel—A. A.

Inactive

Anderline, Frank W.
Barr, Julius
Burford, Dean W.
Caldwell, G. Q.
Drayton, Chas. M.
Hulsman, Herbert W.
Noyes, Dewey L.
Ormsbee, F.
Riddle, Glenn L.
Shelton, Boyd M.
Stark, Howard C.
Veblen, E. H.
Walbridge, Donald C.
Wheaton, Harold H.
Whittemore, Fred W.
Wolf, John F.
Willey, Sidney L.

Waiting List

Brock, Wm. S.
Kiser, Daniel

Unemployed

Darby, James E.
Downs, Lloyd
Hays, George L.
Keadle, Floyd E.
Rhiner, L. H.

Honorary

Rogers, Will

Weather-Traffic Conferences Net Good Results

Background: On May 15 the Airway Traffic Control Division of the C. A. A. held separate conferences with the Air Line Pilots Association and the Air Transport Association in Chicago for the purpose of discussing the many problems involved in this very complicated subject. This conference was followed by another on August 1, 1939, at Washington, D. C., which was attended by the Airways Operation Advisory Committee which, in addition to A. L. P. A. and A. T. A., includes the Navy Department, the Weather Bureau, the War Department, airport operators, Aeronautical Radio, National Aeronautic Association, National Association of State Aviation Officials, U. S. Coast Guard, American Municipal Association, Sportsman Pilots Association, Private Flyers Association, and the National Safety Council. At the August 1st meeting it was decided to refer certain matters to the C. A. A. and the Weather Bureau for solution to be brought up at subsequent meetings. On October 10 a further meeting was called to discuss the proposals of the C. A. A. and Weather Bureau. At all of these conferences A. L. P. A. was represented by Pilots H. P. Little, U. A. L., J. H. Roe, T. W. A., W. H. Proctor, A. A., and C. R. Coleman, E. A. L.

Up to the present time the Weather Bureau has used two methods of disseminating weather, one being known as the geographical system and the other as the one-sequence system. The method used before July 1, 1939, was the geographical system. At that time the Weather Bureau decided to change to the one-sequence method of reporting weather. As soon as the latter system went into effect, numerous complaints began to pour into Headquarters from the pilots, pointing out that the one-sequence system was so extensive and involved, and symbolized to a point where it was difficult to understand and still more difficult to apply in practical everyday operations.

Pilots Voice Objections to One-Sequence System at August 1 Meeting

At the August 1 meeting Headquarters and the pilots' committee voiced the objections of the pilots to the one-sequence system of disseminating weather information adopted July 1, and pleaded for the return of the old method of disseminating weather which was the geographical sequence method.

Motion to Return to Geographical Sequence Method of Reporting Weather Unanimously Approved

After a number of additional meetings between the Airways Operation Division of the C. A. A. and other interested parties, including the Air Transport Association, it was finally learned that almost everyone was in general agreement that the old geographical method of disseminating weather was considered the best. Accordingly, the Weather Bureau worked out what is regarded as a refinement of the geographical sequence system, which was in effect before July 1, 1939, and agreed to place it back into effect on November 15, 1939. After considerably more argument, the new plan was approved at the October 10 meeting in Washington. Some rather forceful arguments were advanced against the return to the geographical sequence system which were strongly countered by the pilot representatives. Finally a motion was made and seconded, which carried without a dissenting vote, to go back to the geographical sequence, and the argument ended.

The teletype circuits are to be so arranged that in addition to the geographical sequence, time will be allowed to relay offline weather from fifty-five additional stations on each circuit. These offline reports will be arbitrarily assigned

(Continued on Page 5, Col. 5)

Stake Claims at North Beach

By T. R. COCKCROFT
Council No. 2, TWA
Newark, N. J.

It won't be long now until we all have our walking papers and can start the pilgrimage to the flatlands of Flushing; just wait until this herd of muttering malcontents descend upon the "Little Flower's" gift to the air lines. There is a general idea that it will sort of resemble the rush to stake claims when the Oklahoma Territory was opened. Maybe not so many mules in the crowd but plenty of "horses' necks." Perhaps the best way to lead the mob would be to borrow Orm Goves' "Termite Cafeteria," that aged amphibian, and just gently spin in on the site selected. Pat Gallup, the "Corral Boss" at NK, has been haunting North Beach while an office was being built around him. He intimates the airport will be ready for us before we are ready for the airport. For those slowly developing a splendid case of jitters while awaiting a definite commitment by the powers that be, our advice is to just relax—for as soon as the winter rains and slush get here we are a cinch to get the word to proceed, by dog sled if necessary.

Graphic Example of the Worst

The recent move to check the crews of Flight 6 on ability to fly with one eye is heaping insult upon injury. It is well known that on "6" the custom is to hold one eye open at a time but after all the other is needed for the ship. Wilkins unbottled a nifty regarding the use of "6" as a line check for young hopeful Captains that went something like this, "We know it gives us a graphic example of the worst you can possibly fly!"

Have you heard that Flight 39 now has a flag-stop at Lancaster, Pa.? It is an ideal spot to park and observe the fireworks over the ridges until there is a chance to reach Pittsburgh with all your tail-feathers unsinged. Passengers seem to think lightning looks much better from the ground and as there is a small beanery at the field it is well worth remembering.

Suggests Different Frequencies For Departing Flights, Flights in Air

How many times have you been holding the "cans" against your large and quivering ears trying to get something through to a ground station in a lot of static, only to have every useful moment taken up by another ground station chanting away on traffic messages regarding reservations for the second week of the next month? Why don't we start a campaign to have all flights departing certain stations after a certain time to be on one frequency or another, different from those flights already in the air? Give a thought to this, for methinks unless we return to the old trailing antenna we are going to have lovely tin ears trying to hear things this winter.

Man's Most Favorite Age-Old Pastime—Killing One Another Again Dominates Headlines

The recent outbreak of unpleasantness in Europe at least served one useful purpose, we now have something to talk about besides the small-scale civil murders here at home. From all reports the mad nations must be saving their pilots for the dances. There certainly must be some reason for not bombing the war to a hurried end The air lines over here fly greater distances with greater loads.

Now that we have "La Hereford" of the tousled tresses over in NK all of us "High-Thin-Scattered" guys may as well curl up and die. All we can do is wait and see if his golden glory will flourish in the stale effluvia of the garbage dump so carefully tended adjacent to the airport.

Ship Acts Like Dog Making His Bed

Niswander had a brake failure down at ID and proved that Cafe

(Continued on Page 7, Col. 3)

Philadelphia's New Airport Ready Dec. 1

According to present plans Philadelphia's new airport will be ready for occupancy on or about December 1. In the past this project suffered many delays because of disagreements between the City, the WPA, and the C. A. A. It is understood now that all disagreements have been ironed out and satisfactory progress is being made.

The difficulty has been that one of the main runways is lined up with a Navy magazine in which quantities of ammunition are stored and the C. A. A. was reluctant to permit unrestricted use of the field as long as this condition existed. At last all details for the removal of the ammunition dump by the WPA have been worked out and work on the new magazines at a different location is progressing.

In the meantime all of the runways are in, the contract for lighting equipment has been let, and the work of filling in the shoulders along the runways and installing the draining system is going on apace.

While the airport proper will be ready for use about December 1 it will be several months longer before the Navy magazine is completed. As a result, if the airport is used as soon as it is ready it will be necessary to impose restrictions on the use of the runway which lines up with the present Navy magazine. As soon as this hazard is removed the restriction will be lifted.

New Council and New Helmsman

By HEWITT F. MITCHELL
Council No. 28, CCA
Newark, N. J.

Council No. 28, Canadian Colonial Airways, held its first regular meeting August 14. Various details associated with the organization of a new council were attended to as well as things of a general nature in which we are all very much interested. At a meeting of our Local Executive Council held just previous to the general meeting, Herbert Clark was selected council chairman. We are all very glad to have Herb at the helm and we are sure he will do his difficult job earnestly and very well.

Dunahoo Returns to Order of the White Cap

R. A. Dunahoo (Roscoe to his intimates) who was with us on leave from TWA has recently returned to that order of the white cap. In all seriousness, we are sorry to see him leave and hereby extend a vote of appreciation for all his help in the organization of Council No. 28.

Werner Newhouse New Local Executive Council Member

We welcome a new member both in the Association and the local council. He is Werner Newhouse. We are certainly very glad to have him with us. He will take R. A. Dunahoo's place as copilot member on the Local Executive Council. Elbert MacKay and Herbert Clark lead the list of our three-man executive council.

Military Atmosphere Evident At Montreal Airport

At the airport in Montreal the military atmosphere is most evident. Soldiers with bayonets fixed on their rifles guard all the buildings and airplanes on the field. There is also a much larger contingent of air force men around and some interesting military planes, including Hudson (Lockheed) bombers and Hawker Hurricane pursuits.

This is all the news for now. See you next time.

ELIMINATE RED TAPE FOR FOREIGN PILOTS IN RULING

Amendment number 23 of the Civil Air Regulations announced by the Authority recently has for its purpose the elimination of red tape in connection with the piloting of aircraft consigned to foreign powers. Under the new ruling foreign pilots employed by foreign purchasers of aircraft will be granted private pilot certificates upon a showing only that they are members of a military or naval service of a foreign country on flying status, or are holders of pilots' certificates of competency issued by a foreign country, the privileges of which are not less than those of a private pilot of the United States.

It is assumed that this regulation is designed to make it possible for foreign purchasers to take delivery of aircraft at the factory and fly them away with their own personnel. With the opening of hostilities in Europe and the subsequent invoking of our Neutrality Act, the new regulation is for the moment of little value to our biggest customers.

THE FIRST STEP Pictured here are the Northwest Councils' meetings to ratify the first draft of their employment contract which was presented to the Company, October 23, 1939. TOP: Council No. 54, Seattle, Wash., (L. to r.) Standing: R. O. Daniel, A. E. Walker, and B. F. Ritchie; seated: W. D. Mitchell, R. K. Sorkness, R. Helm, E. W. Hale, H. B. Rueschenberg, and F. C. Judd. LOWER: Council No. 1, Minneapolis, Minn., (L. to r.) Standings: L. H. Strong, L. J. Koons, John Fletcher, Jr., D. J. King, F. H. Ernst, Richard Happ, C. F. Bates, E. N. Paselk, G. C. Kruse, C. P. Wheelock, and J. E. Kimm; seated: J. B. Chastain, W. E. Martin, L. S. Bowersox, A. F. Becker, C. F. Luethi, J. H. Sparboe, M. B. Freeburg, L. H. Doan, and H. M. Barnes.

ALCOHOL AND THE AIRMAN

Eighth installment of the article, "Alcohol and the Airman," written by Dr. Ross A. McFarland, and abstracted by Dr. Ralph Greene. Succeeding installments will appear in following issues.

The sense of careless well being or of bodily and mental comfort induced by alcohol is the secret of its charm. Insofar as this sense of well being is of bodily origin, it is largely due to the flushing of the skin with blood that abolishes all sense of chill and the blunting of sensibility to small aches, pains, and a multitude of other sense impressions which tip the balance of feeling tone to the unpleasant side. Insofar as the effect is primarily mental, it results from the blunting of higher mental faculties which lead one to "look before and after and pine for what is not" and to harass one with care for the future and a too sensitive self consciousness for the present. Such a philosophy is contra-indicated for the airman of high professional standing in any modern commercial transport company who handles equipment of great value in terms of dollars and cents, not to mention many human lives, including his own.

Alcohol Tends to Dominate the Mood of the Moment, Causing More Spontaneous Expressiveness

In the light of the preceding discussion on the physical and chemical effects which demonstrated quite clearly that alcohol acts as a depressing influence on the nervous system, it is clear that the appearance of excitement is not due to the **stimulating** action of alcohol. The excitement comes chiefly from the social intercourse varying with the temperament of the drinker and the nature and degree of the external stimuli. It is interesting that alcohol tends to accentuate the dominant mood of the moment for one grows more easily angry, or tender, or depressed, scornful, or compassionate according to the appeal of the moment. This does not appear to be true, however, of the emotions into which fear enters which we denote as anxiety, worry, care or despondency. These exceptions may be explained by the way alcohol successively weakens and suspends the hierarchy of functions in the brain and therefore the mind, in the inverse order of their development in the individual and in the race. The basic emotional reactions of our ancient racial endowment have their physiological seats in the lowest levels of the great brain. The higher intellectual faculties, which are essentially characteristic of man, are the latest acquired and are connected with the anatomically highest (i. e. more complex) and last developed parts of the brain.

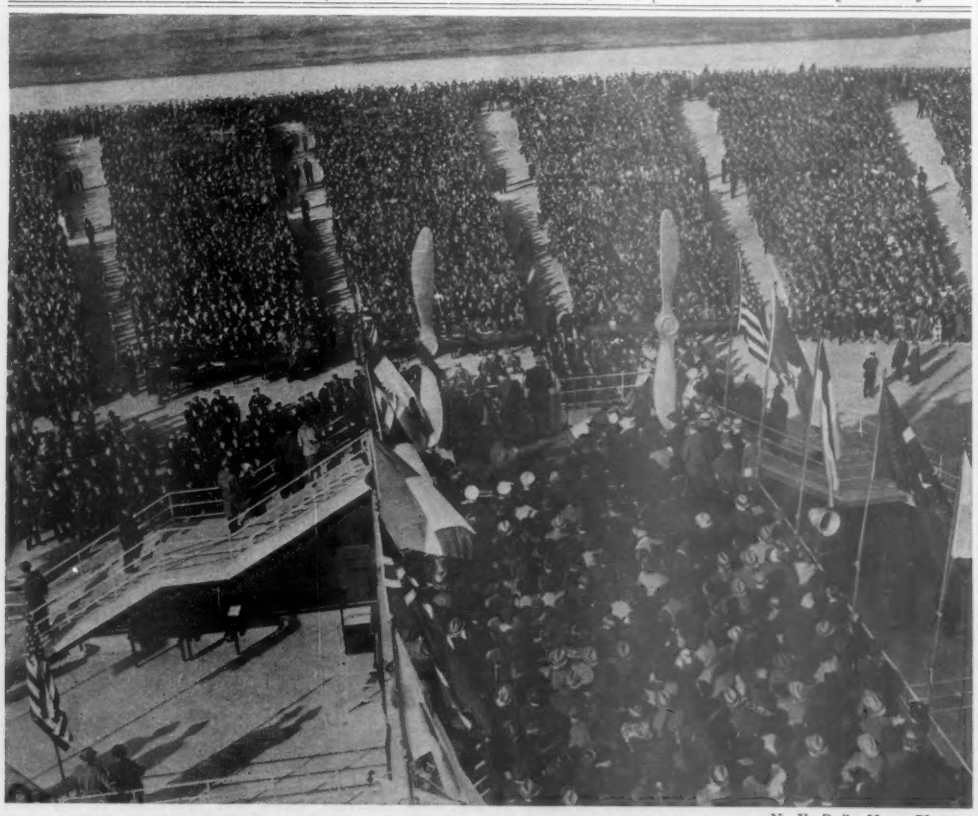
It is interesting to trace the various stages of alcoholic intoxication relative to the psychological and mental effects. The highest and latest development of all intellectual functions is that of self-criticism or ability to measure ourselves for in it are combined the functions of critical judgment and of self-consciousness which are essential to deliberative will power. It is this blunting of the critical side of self-awareness by alcohol and the consequent setting free of the emotions and instinctive impulses from habitual control that give the convivial drinker the aspect of excitement and stimulation. In the well-balanced mind this interplay of thought and emotion goes on under the checking and moderating influence of self-criticism. It is the permanent loss of this capacity to act in a sane, well-balanced manner which is diagnosed by the mental expert as insanity. Under the influence of alcohol the drinker's weakened critical self-awareness is especially revealed; a jovial remark seems to him to shine with a lustre hardly perceptible to the normal mind. The most characteristic feature of the first stage of intoxication, therefore, seems to be the blunting of his critical self-consciousness and his sense of personal responsibility. The successive stages cannot be sharply distinguished for every case presents peculiar combinations and features varying with the temperament of the individual and the circumstances of the moment.

Second Stage Described

In the second stage the functions of the intermediate level or of sense perception and skilled movement are invaded and disturbed. The drinker is clumsy and his movements are ill adjusted as is frequently observed when he puts his glass down too violently, breaking a match in lighting it, upsetting a chair, or slurring a word or dropping an h. Also his perceptions are impaired, his field of self-observation narrowed and the acuteness of his ear, taste, touch and vision is blunted. The impairment of his intellect being further advanced he is apt to give way to emotional and instinctive impulses, and he passes quickly from anger to affection, elation to despondency. At this point his bodily actions escape from him rather than proceed at his will. He becomes even less conscious of himself and more dependent on external stimuli, living in and for the present moment only. Deprived of the stimulus of social intercourse he quickly lapses into dreamy somnolence or actual sleep.

In the third or final stage intellectual processes of judgment and self-criticism and control are virtually suspended, the functions of sense perception and skilled movement grossly impaired, and the emotional tendencies weakened. Only strong appeals will awaken any response and in their absence the drinker sinks inert into a heavy sleep which lasts until the alcohol absorbed has been oxidized.

It is possible to relate these various stages of intoxication to the amount of alcohol in the urine or blood as described previously.



—N. Y. Daily News Photo.

HERE'S ONLY A PART OF THE HUGE NORTH BEACH DEDICATION CROWD . . It was estimated at many figures ranging from 35,000 to 200,000 people. Regardless of widely varied estimates, the above photo is mute evidence that the crowd was huge. General James A. Farley is at the mikes. The promenade extending from the front of the Administration Building served as an excellent speaker's rostrum.

Gravelly Point Progresses

Dredging operations in the Potomac River have been going on all summer and gradually Washington's new airport is emerging.

While complete details are not available it is generally accepted that the Memorial Highway will be re-routed and the property now used by the Public Roads Commission will be included in the airport.

Rumor has it that the Public Roads Laboratories which were erected in this vicinity last year will be taken over by the Civil Aeronautics Authority and enlarged to provide office space for all of the Washington personnel of the Authority. To this project there is some opposition. Some of the original local sponsors of the Gravelly Point site are stoutly standing out for removal of the Public Roads Building entirely. They point out that the Authority is required by law to maintain offices in Washington, whereas the Gravelly Point Airport will be situated in Virginia The main objective, of course, is to insure that the new airport will be free from obstructions and to this end it is believed that buildings should be limited to hangars, terminal buildings, and such like. All buildings constitute a hazard and the local enthusiasts are bent on preventing any more building than is absolutely essential to the airport.

North Beach—

(Continued from Page 1)

—to the creators of its latest remarkable addition, the North Beach Airport—to Mayor LaGuardia for his perseveransce and foresight which played the leading part in making it possible. Of this he said: "This fine civic enterprise owes its existence to Mayor LaGuardia, and those associated with him, who had the bold foresight and the energy to conceive and carry it through."

Pays High Tribute to First Air Mail Pilots

The Postmaster General paid high tribute to the small group of pioneer air mail flyers who carried the mail for the Post Office Department as the forerunners and pioneers that made the present-day vast air network possible. Of them he said: "The nation owes a debt of everlasting gratitude to these courageous wingmen, the 'Pony Express Riders of the Air,' who brought the mails through and thus helped to lay the groundwork for the mighty air transport system of today."

Praises Present-Day Pilots as Worthy Successors—Gives Credit Where Credit Is Due

Of today's pilots he said, "The air pilots who guide the air liners of the present are worthy successors to the hardy pioneers of twenty years ago. The safety of pilots and passengers has been vastly increased by technical improvements in the construction of planes. **But in the final analysis, the safety of flying depends upon the cool head and steady nerves of the man at the controls, and the excellent safety record compiled by the American air transport service is due in large measure to the skill and efficiency of its pilots."**

General Depicts Military Value

Points to Military significance—"It is my honest belief that the splendid army of pilots who man the commercial air lines of this country will never be called upon for military service against another power. Yes, I should like to point out that the very existence of these air lines, with their excellent equipment and personnel, is a strong guarantee of the nation's peace and safety." *(The full text of General Farley's speech appears on Page 8.)*

New York's Indefatigable Mayor LaGuardia Speaks With Usual Pep and Zip

Mayor LaGuardia faced the battery of mikes and spoke extemporaneously. After warming up to his subject he lashed out in the fiery, dramatic, and impressive manner that characterizes him as the great leader he is, upbraided his enemies who had played obstructionist rolls in vain attempt to thwart his efforts to create an airport befitting to the country's largest city. Surprisingly he followed immediately by stating that he was so happy today that he could even find it in his heart to forgive all those who had criticized the undertaking.

After officially dedicating the airport and making it a part of New York's vast transportation network, which is already known as the finest in the world, he said: "New York is today realizing the long-felt need—that of a real first-class airport."

That New York Should Have An Airport Cannot Be Denied

"That New York should have an airport," the Mayor smilingly remarked, "can hardly be denied by anyone outside of Newark and the New York Sun." After describing details of the airport, the Mayor paid high tribute to the WPA workers who have been employed on the job. "All of you have seen cartoons and have heard jokes and songs about how the relief worker leans on his shovel and does absolutely nothing," he said. "By North Beach you see a monument to the relief worker. That airport could not have been constructed if every man had not worked up to the last minute." He pointed out, that, belated though it be, the acquisition promised a bright future and that New York would benefit for many years to come. Adding, he stated that North Beach is large enough and is specifically designed

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Victim of Conspiracy —No Doubt

By LOYD C. WALDORF
Council No. 45, MCA
Kansas City, Mo.

It seems that I have been designated as the reporter for this council. The general rush to drop it in my lap leads me to suspect that there is work without pay (especially work) connected to it, otherwise some of the Captains would have taken it. At any rate, this is the Number One issue, and succeeding issues will follow at unknown intervals until someone else is designated, which may be very promptly if or after this appears.

Still Flying Twin-Tailed Speedsters

We are still flying the twin-tailed speedsters (Electra's to you), and are finally retiring our last Vega from the Huron-Bismarck section. The new "Unitwin Vega" has not yet arrived for its air line testing on that section but is expected shortly.

New Ranges and Lights Point To Good Winter Operations

George Rodieck and William Moomaw both have been moved up to a Captain's status, while Leonard Hylton and yours truly have been moved up to Reserve status. New ranges and lights have been placed on the northern part of our system, so we should have good winter operations.

It Just Can't Be Done—Fly BT9 Up Canyon in High Pitch and Land at Night with Brakes Locked

I just returned from two weeks at Reserve Camp in the Black Hills, South Dakota. Two less BT9's returned than went up there. One enlisted man left his bottle of extra altitude at home and when he tried to fly his BT9 up a canyon in high pitch, at 5000 feet, all did not go well. He should be out of the hospital soon. Another pilot landed in the wrong field at night with his brakes on and flipped over. (Note: He wasn't an air line pilot.)

The Swampville Carpers Represented at Camp

Chris "McGoon" Carper (of the Swampville Carpers) whose rare bits of wisdom and flights of fancy appear in the AIR LINE PILOT was at the camp, also. He will, if you allow him, tell you all about it in his own inimitable style.

If Vitamin A Is Necessary to Make a Good Night Landing, What Vitamin Is Necessary After Sun-up?

Do you ever have trouble landing at night? Or do your planes have extra long oleos? Here is a point that may help you. When vitamin A is deficient in diet a degree of "night-blindness" is caused thereby. This vitamin is necessary for the efficient functioning of the visual pupil of the eye which registers changes in intensity. More advanced degrees of "night-blindness" may lead to an actual fear of driving or flying at night.

Cow Diet Vital to Pilots' Vision

Vitamin A is present in most leafy vegetables, peas, carrots and tomatoes. It is also present in milk, providing the cow from which it comes has been fed on green feeds. However, since the body stores this vitamin very poorly, it is necessary to eat food containing it every day in order to maintain the proper amount.

—And Permit Me to Deny a Whispered Rumor

There is a deadline on getting this manuscript to Headquarters so I will close for this issue. But, before I do, I want to deny the whispered rumor that the Lake Lapawingo domicile of Harrington, Hylton and myself has been closed up by another air line now having a base at K. C.

SAFETY IN FLIGHT AND ITS RELATION TO CONTROL AND MANEUVERABILITY

By MELVIN N. GOUGH, Senior Airplane Test Pilot
National Advisory Committee for Aeronautics

Summary

It has been stated that flight in the airplane of today is far less safe than is inherently necessary. In the opinion of the author, the greatly increased performance obtained in the past several years has not been accompanied by comparable improvement in safety. The efforts of the Civil Aeronautics Authority to promote built-in safety are considered most timely and justified if aviation is to be made available to the large potential field of private operators.

Mention is made of flight tests being made by the National Advisory Committee for Aeronautics in an attempt to evaluate quantitatively the flight characteristics of existing representative airplanes. Thus, it is hoped that in the future it may be more possible logically and definitely to evaluate the desirable and undesirable flight characteristics.

QUANTITATIVE DATA NOT AVAILABLE FOR PUBLICATION

Although at present the quantitative data thus far obtained on specific airplanes tested cannot be made available for publication, some general results and personal opinions are presented for consideration. These opinions cover control, longitudinal and lateral stability, the stall, and take-off and landing.

Throughout the discussion it is stressed that the duties of the operator must be simplified by improvement in the basic aerodynamic design. Many accidents now chargeable to piloting errors should be charged to the designer. In this connection, it is pointed out that the danger now associated with engine failure in multi-engine airplanes should be, by design, made purely a performance loss rather than an unreasonable demand for alertness on the part of the operator.

LIST POINTS WHICH LEAD TO GREATER SAFETY

The application of the tricycle landing gear, along with the elimination of the rudder, the elimination of balance changes due to power and flap variations, etc., controls pleasant to operate, complete suppression of the stall, improved stability, moderate wing loadings, and continuous application of high-lift and drag devices in the design of the safer airplane for the private owner, are points all of which are considered justifiably possible and most likely to lead to greater safety.

In conclusion, it is cautioned that, in the quest of safety in flight for the private owner, the possibilities of rotating-wing aircraft not be overlooked.

Introduction

There is no doubt but that everyone vitally interested in the advancement of aviation is aware of the necessity to improve safety in flight. The standards of reliability and safety of the air lines of today are relatively lower than those of that so-called "safest" means of transportation, the surface vessel, or steamship. This fact is reflected by insurance rates. It seems, of course, that this condition is inherent and must always be so, since the primary advantage of airplanes lies in their speed. It is natural that performance should receive the greatest attention, not that safety has been lost sight of in the past but rather that it has been placed in a position of secondary importance.

IF AVIATION SUCCEEDS—SAFETY MUST BE GIVEN MORE PROMINENCE

It naturally follows that if aviation is to come into its own—to be used by the masses for private operation and to occupy a position of public utility comparable with that of the automobile—safety must be given more prominence. It is hoped that this emphasis can be given to safety with a minimum handicap to performance but, regardless of the cost in that respect, if aircraft are to be made safer for the average person, improvements in design must be effected which will reduce the regulation and education now imposed on the operator and, by the simplification of duties and the improvement of working conditions, eliminate the physical and mental fatigue with which their operation is now associated. There is no doubt that many such improvements can be made.

IMPROVEMENTS IN DESIGN EMPLOYED NOT FOR SAFETY BUT FOR GREATER UTILITY

The Bureau of Air Commerce and its successor, the Civil Aeronautics Authority, have done all in their power to set minimum standards of performance and flying qualities that are reasonably necessary to insure a fair degree of safety. They recognize the possible reward in safety attached to exceeding the standards so set. But an attempt is made to be as tolerant as possible. What happens, however, is that the desire for greater load-carrying capabilities or increased performance on the high-speed end of the flying range causes an endless cry from designers for further tolerance in these standards. Very seldom are the applications of new high-lift devices used to increase safety by further reduction of minimum speed. The minimum is kept as it was and the top speed is increased! And seldom, if ever, is more thought given to stability and control characteristics than just enough to meet the minimum requirements set. There is every evidence that improvements in design are employed not to achieve safety but to take advantage of the greater utility which such improvements usually afford.

NEED SPECIFIC DATA ON FLIGHT CHARACTERISTICS

Surely progress in aviation can be made other than at the expense of safety. And fortunately, the C. A. A. is determined that it shall be so. I am sure their plea for built-in aerodynamic safety is appreciated by all. Heretofore, it has not been entirely clear as to how that result could be accomplished, and it still is not clear. Designers have surprisingly little information on which to base their designs. Accurate estimates of performance can be made, but flight characteristics are more a matter of chance. Practically all existing data on flight characteristics, and by that is meant the behavior of an airplane under deflected controls or external disturbances, are of a qualitative nature. There is need for more specific knowledge. It remained for E. P. Warner to suggest the evaluation of flying qualities on an exact numerical basis in hope that by so doing a uniformity of opinion on the part of the operators and pilots as to what constitutes good characteristics and safe flight operations might be obtained. Then might such characteristics be designed for and their realization determined.

PREPARE GENERAL PROGRAM OF MEASURABLE FLYING QUALITIES

The National Advisory Committee for Aeronautics at its Langley Field laboratories made a study of Mr. Warner's proposal and prepared a general program of measurable flying qualities and of the tests by which they could be studied. Consideration was given to the definition of the flying qualities in terms of factors known to be susceptible of measurement by existing N. A. C. A. instruments. Consideration was also given to the possibility of making the measurements with standard aircraft indicating instruments.

INTERPRETS NOTES FROM PILOT'S STANDPOINT WITH REGARD TO SAFETY

Largely under the direction of Fred E. Weick, formerly of the Laboratory staff, qualitative studies of specific control and stability problems had been made for many years and, in many cases, specific measurement was made from which quantitative data were obtained and an attempt made to evaluate desirable and undesirable characteristics in specific conditions. But for the first time an attempt was made to measure the manner in which these many characteristics grouped together asserted themselves in a complete airplane design. The available instruments, all of which could be synchronized with time and personal observation, measured air speed, control disposition, and airplane motion and attitude, as defined by velocity and acceleration along and about the three major space and airplane axes. Already, tests have been made on seven airplanes ranging in size from 4,000 to 70,000 pounds and having from one to four motors. Although the quantitative data on these specific airplanes are considered confidential and are not yet available for publication, the exactness and comparable nature of the test procedure has resulted in additional piloting experience and, it is believed, allows a more definite expression than has heretofore been possible regarding many of the known desirable and undesirable stability and control characteristics of modern airplanes. The unusual opportunity has existed for close cooperation between engineers and pilots to obtain a mutual understanding of exactly what does take place both qualitatively and quantitatively. It is the purpose of this paper to present some notes obtained from these experiences and interpret them from the pilot's standpoint, with particular regard to their effect on safety. The thoughts are not presented as conclusive evidence from actual data obtained. They are, in many cases, personal points of view and full acceptability and agreement cannot, therefore, be expected. However, they are the result of experiences covering a great many types and sizes of airplanes and long discussions with engineers similarly employed. In this connection much credit is due R. R. Gilruth and H. A. Soule of the Laboratory staff of the N. A. C. A.

OTHER TRANSPORTATION TYPES RESISTANT TO VERTICAL DISPLACEMENT

In a comparison of the basic safety of air transportation with the safety of other means of transportation with regard to stability and control, one should pick out the strong points of the other forms of transportation. Surface vessels and four-wheel vehicles have a very large inherent capacity to remain right-side up. Under normal conditions and in bad weather and fogs, the attention of the operator is not required in keeping them from overturning. In addition, all types, excepting possibly submarines which are surely not recognized as a particular safe means of transportation, are exceedingly resistant to vertical displacement.

(The balance of this article will appear in the next issue.)

Searchlights Ineffective Above 16,000 Ft.

Increasing need for combat maneuvers by the army air force has been emphasized by tests conducted during the recent weeks at Fort Bragg.

Reason for this is that certain types of flying, necessary in actual combat, have been restrained because of safety. Not even a blank shell has been fired. Electrical flashes are used to simulate gunfire from the ground batteries.

Air force commanders were elated when they learned searchlights were virtually worthless against bombers when the planes stay above 16,000 feet. Bright moonlight also hampers operation of the lights. Planes painted black on the underside are almost impossible to spot.

Equally pleased were commanders of the ground batteries, who learned how nearly impossible it is for aerial observers to locate camouflaged guns. Many camouflaged gun emplacements in a circle around Fort Bragg have not been seen from the air, although the planes have come down to within a few hundred feet of the ground.

AIRWORTHINESS—

(Continued from Page 1)

the necessity of bringing additional pilots to Washington. They were David L. Behncke, President of ALPA; Pilots H. P. Little, UAL; C. R. Coleman, EAL; W. H. Proctor, AA; J. H. Roe and J. L. Magden, TWA; the last mentioned also being an Aeronautical Engineer, and E. G. Hamilton, Washington Representative of ALPA. The meeting of the subcommittee on performance and flight characteristics was conducted by Charles F. Dycer of the Engineering Flight Test and Inspection Unit of the Civil Aeronautics Authority.

New CAA Airworthiness Proposal Contemplates That Aircraft Be Divided Into Categories

The proposed revision of CAR performance and flight characteristic requirements for airworthy aircraft contemplates that aircraft will be divided into several categories. It was explained that the rigid rules adopted some years ago, while still applicable to some classes of aircraft, would have to be modified considerably in order to permit development in new fields, particularly in the air carrier field. Accordingly, it is proposed that the following categories be established: (1) Normal, (2) Training, (3) Transport, (4) Air Carrier, and (5) Industrial or Special Purpose.

The flight characteristics established for the Normal category are carried forward to the other categories by reference with no changes. These include such things as controllability and maneuverability, trim, stability, stalling characteristics, flutter and vibration, and maneuverability on the ground or on the water.

Performance Characteristics Include Approach, Landing, Take-off, Climb and One Engine Inoperative, etc.

The performance characteristics including such items as approach and landing, take-off, climb and multi-engine operation with one engine inoperative, are the same for the Normal and Training categories but differ substantially in the Transport and Air Carrier categories. The only difference between the Normal and Training categories is that the latter type of aircraft must undergo spin tests. The way these categories are set up it is possible that the manufacturer may qualify a single aircraft in every group. Definite relationships exist between the Normal and Training categories and likewise between the Transport and Air Carrier categories so that it may be said as a practical matter there are really two main categories.

A.L.P.A. Air Safety Forms Win Praise

At the October 12-13 Airplane Airworthiness Conference in Washington, the presiding chairman, Charles F. Dycer, Chief of the C. A. A.'s Flight Test and Inspection Unit, observed that the ALPA's method of submitting air safety recommendations, forms used, etc., was regarded by the Authority as being very satisfactory. He requested that the Association send copies of its safety forms to other organizations in the hope that they will adopt a similar procedure.

Regulation of Flight Characteristics

With respect to flight characteristics, all aircraft are to be controllable under all speeds and power conditions appropriate to the following normal maneuvers: (a) Take-off, (b) Climb, (c) Level Flight, (d) Glide, and (e) Land. Multi-engine airplanes are to be controllable with any engine inoperative under such conditions of speed, attitude, and power on the remaining engines as appear likely to be necessary or desirable following an engine failure in any of the normal maneuvers.

Specific requirements are laid down for trim and static and dynamic stability under named conditions of flight.

The stalling requirements are especially noteworthy. The airplane is required to recover from a gradually approached stall without excessive loss of altitude, appreciable yaw, or roll in excess of ten degrees under the following conditions: (a) Power off, flaps and landing gear in any position, and (b) Power on, sufficient to maintain level flight at an altitude ten degrees nose up from the cruising level flight altitude, with flaps and gear in any position.

Some of the manufacturers seemed to feel that to hold the roll under ten degrees might be too stringent. However, after a representative of the NACA explained the dangers and stresses involved in spins and pull-outs of heavy aircraft, many felt that the stalling characteristics were very important.

CAA Proposes New Performance Requirements

The maximum landing speed of sixty-five miles per hour is retained for the Normal and Training categories but is approached in a different manner in the Transport and Air Carrier categories. With respect to the latter, the proposed regulation reads as follows:

"04.740 APPROACH AND LANDING.—The operation of airplanes unable to comply with the requirements of 04.700 shall be restricted, with regard to intentional landing, to such weights and airports that under standard conditions at the altitude of the airport:

"(a) The rate of climb with one engine inoperative and with the remaining engines operating at not to exceed maximum except take-off power, is at least 300 feet per minute,

"(b) The length of runway is not less than 3500 feet or 3500 feet plus 5 times the amount by which the landing roll exceeds 1000 feet, whichever is greater."

Aeronautical Chamber Makes Counter-Proposal

A counterproposal was offered by the manufacturers through the Aeronautical Chamber of Commerce. Their proposal is as follows:

"Landing

"The landing weight shall be determined by the most critical of the following three requirements:

"(1) The power off stalling speed with flaps in the approach setting shall not exceed

"V_{sa}—85 m.p.h. which provides 100% excess lift to execute a 2_g turn at 120 m.p.h. approach speed.

"Note: This represents a temporary upper limit based on present operating facilities and knowledge of the problem. It should be appropriately raised as operating facilities and technique are improved.

"(2) The rate of climb in feet per minute at maximum except take-off power with flaps in the approach setting shall be at least 6 V_{sa} with landing gear in the minimum drag position to which it can be retracted in ten seconds.

"(3) With flaps in the approach setting, power off, the distance to come to a stop when landing over a fifty-foot obstacle shall not exceed 2500 feet starting from a steady glide at a speed of at least 20% above the stall, and the speed of the aircraft shall not be increased after passing the obstacle. The stalling speed, flaps full down, shall not be lower than 5 m.p.h. below the stalling speed with flaps in the approach setting, which is conditioned to the above, and it shall be possible to retract the flaps quickly to the approach setting without requiring the pilot's attention on an indicator.

"The landing must be made without abnormal maneuver during which landing, the airplane shall exhibit no marked tendency to bounce, nose over, or ground loop. Suitable means shall be provided to insure not exceeding a distance of 3500 feet from the barrier in the event of any single failure of the brake system."

In presenting their counterproposal the manufacturers claimed that the performance demanded was such that existing airplanes could not meet it. They mentioned particularly the DC-3. It was stated that the stalling speed of the DC-3 was within the requirements with the flaps up but that the DC-3 with the type of flap now used could not meet the other requirements as to landing run and pull-out performance. The manufacturers further contended that the

(Continued on Page 7, Col. 1)

WEATHER MEETING—

(Continued from Page 3)

by the C. A. A. so as to give the best possible coverage. If in practice it is found that other stations are more desirable, changes will be made upon recommendations of the interested parties but in no event may the relay reports exceed fifty-five on each circuit because of time limitations.

Four Minutes Allotted to Special Reports on the Half-Hour

In addition to the hourly reports, four minutes have been allotted for special reports on the half hour. Where no changes have occurred in the weather since the hourly sequence the half-hour report will merely state no change. The weather maps will be prepared the same as they are now, such information being sent out in code sequence.

A factor in this entire problem is the number of teletype circuits available. Despite the increased appropriations that have been made by Congress for this purpose, it is still evident that additional circuits are needed badly. The general discussions throughout all of these meetings brought out the fact that the teletype circuits are at present loaded to capacity and no additional service may be expected until such time as additional teletype drops are installed. Those present at the conference seemed to favor the idea of requesting additional appropriations from Congress for the purpose of duplicating the present teletype service. This duplication would call for 20,000 additional drops at an estimated initial cost of $1,200,000 and a recurring cost of $1,000,000. If this service is established it will be designated an express service and among other things will handle all weather relays and weather map information, greatly relieving the load on the existingcircuits .

The Geographical Sequence Method Provides a Smaller Number of Reports But Those Supplied Are in Usable Form

It is generally acknowledged that the restoration of the geographical sequence will result in

(Continued on Page 8, Col. 2)

LATE NEWS

(Continued from Page 1)

ities towards their airports and terminal buildings, as evidenced from the following events of the last thirty days: Dedication of the Grand Rapids, Mich., new $92,000 airport administration building on Sept. 25 climaxed that city's three-day participation in National Air Progress observance; dedication of Kansas City's new $250,000 air terminal building on Sept. 30 before a crowd of 50,000 people among whom were officials high in the Military, Government, Civic, and Aviation world; dedication of the new $300,000 municipal airport at Jamestown, N. Y., on Oct. 1; and dedication on Oct. 15 of the world's largest and finest airport — North Beach — the $40,000,000 terminal at New York City.

Exports

Total exports for the month of August — the last month before World War No. 2 began—of aeronautic equipment in the United States were $12,136,845, it is announced by the Department of Commerce. This was 126 per cent above August 1938, 34 per cent above last month, and 14 per cent above the previous record month of June, 1939. Among the exports were 138 airplanes and 221 engines. The United Kingdom was the leading buyer.

Power

A recent announcement by the National Advisory Committee for Aeronautics disclosed that the horse power of American airplane engines soon may be doubled by a changed air cooling system. This

(Continued on Page 8, Column 5)

Dedication—

(Continued from Page 4)

to not only handle present-day air line business but to take care of expansion in the volume of air travel that the future would be bound to bring.

Other Notables Speak

Lieutenant Colonel Brehon B. Somervell, WPA Administrator for New York City, officially presented the City with the field. Earlier Colonel F. C. Harrington, National Work Projects Commissioner, Colonel Edgar S. Gorrell, representing the air transport companies, and Charles L. Stanton, Director of the Bureau of Federal Airways had praised the airport as a milestone in aviation progress on the North American continent.

An international flavor was added to the occasion by the presence of Canadian officials, namely, C. D. Howe, Minister of Transportation, J. L. Ralston, Minister of Finance, J. A. MacKinnon, Minister without Portfolio, Senator N. L. Lambert, and Commander C. P. Edwards, Chief of the Air Service. During a short address, Minister Howe referred to the new airport as being positively magnificent and went on to further cement the long friendly relations between Canada and the United States by stating that the people of the United States and Canada have proven that two great nations of the world can live side-by-side without super border fortifications to guard against invasion one by the other.

Dedicates North Beach to Commerce and Peace

As the departing planes hummed overhead and a lone skywriter wrote in the sky "Why not name it LaGuardia Airport," the Mayor said: **"I JOIN IN GIVING THANKS TO ALMIGHTY GOD THAT WE ARE DEDICATING A GIANT AIRPORT TO PEACE, TO BRING TIDINGS OF HAPPINESS TO COMMERCE AND FRIENDLY RELATIONS WITH ALL THE COUNTRIES WHOSE PLANES WILL LAND AT THIS AIRPORT."**

As the ceremonies grew to a close, a casual bystander was heard to remark "At last, the world's greatest city and the world's greatest market is getting the world's greatest airport." Fitting words and truly descriptive of the day's (October 15, 1939) monumental contribution to air travel. *—By David L. Behncke.*

ORCORHYNCHUS TSCHAWYTSCHA BATTLE N-WEST IZAAK WALTONS

BIG - 35 LBS. BIGGER - 42 LBS.

JOHN O. STEWART

WALTER P. BRIGGS

Well—all you doubting Thomases, here's the evidence. Is it any wonder that the bidding sections of the employment contracts are being worked overtime by the pilots in an effort to locate in Portland and Seattle. The Pacific west coast has often been referred to as America's Switzerland—and the fish—read the following interesting story written by John O. Stewart of Council No. 5, UAL—Portland—interweaving, interesting days of sport that we feel sure you will want to read about and no one would want to forget.

When Mr. Chamberlain goes fishing in Scotland to get away from Hitler and it all (which isn't often these days), he fishes for SALMO SALAR, the Atlantic Salmon. To get away from Chamberlain, Hitler, and it all, Guy Cain, the spiritual descendant of Izaak Walton in Seattle, usually goes fishing for ORCORHYNCHUS TSCHAWYTSCHA, the King Salmon in Puget Sound, a cousin of SALMO SALAR. Joe Crouch has been known to leave the lawn uncut to go after this fish; Dick McGlinn eases his conscience by sending his family to the coast, so he can go down near the ocean on his trips off. He can't fool us. The greatest disappointment of 1938 for Walt Briggs was the time he wound all the line in one place on the reel, so that it jammed, and got to see the first salmon he had ever hooked come to the surface and throw the hook. I have read some books and talked to several people on the subject, but the real purpose of this is some day to see Charley Thompson pulled off his feet, and cry for help when a big salmon hits his line.

Dick Dobie Finds Out About Salmon Fishing from a 41 Pounder

The bigger the fish, the stronger the lure. You might ask Dick Dobie. He came out to do some fishing last summer with Charley Peeples. They caught some trout and had a lot of fun doing it, too. The last day he had a try at salmon fishing off Pacific City. Mr. Dobie was holding his trolling line, musing over the large affairs of the Eastern Division and other matters, when his line hooked the bottom of the ocean and his reel started its song of cheer. Now when a Chinook Salmon hits, there is absolutely no doubt of there being a fish on the line. This fish usually sounds and takes the fight to the bottom. The Silver usually stays near the top and comes out of the water several times. Mr. Dobie's line made a 45-degree angle with the water. The motor was shut off, time passed, and the boys ate their lunch. The boat drifted perhaps a half mile in the wind and tide. Forty minutes later Dick had his fish on top of the water only to see him go down to the bottom again. After the capture they weighed the fish and it came to 41.6 pounds—the largest fish caught in that part of the ocean last summer.

Belong to Trout Family

The salmon is a member of the trout family, and as fish go is rather primitive in design. The Chinook and Silver are beautifully streamlined fish, about three times width to depth and depth to length, with no fancy adaptations, which usually mar the symmetry. It is a beautiful silver color on the outside, grading to dark green on top. As the fish is turned, each scale reflects the light so that seen from the bottom the fish is white, and from the top, green, the color of the sea.

Travel 2,000 Miles Up the Yukon

The salmon is the primary food fish of the Pacific Coast. It is a very successful fish, as it schools in millions, even yet, coming up the Columbia River and all the Coastal rivers north of San Francisco to spawn. The Chinook has been known to travel 2,000 miles up the Yukon, and on the Columbia comes as far inland as Weiser, Idaho. It is a fish of tremendous vitality, as it makes this long journey without eating. Fish caught in the river on these journeys have empty stomachs. To carry it on these tremendous migrations the salmon develops a red fat which gives the fish its characteristic color. The longer the fish has gone without eating, the whiter the meat. Sea-caught salmon are a bright red, and this is so rich that one steak cut one-half inch thick is sufficient for one serving.

Small Spinner with Red-Feathered Hook Proves Best Lure

Why do salmon strike? When they are in the ocean they are feeding and strike because they are hungry. After they start up the river they are not feeding, but they still strike, usually at small spinners with a red-feathered hook. This might be the result of a superiority complex.

Some of the salmon males mature early—sometimes as young as one year. On reaching maturity their growth stops. These are dwarfs and are known as "Jack" Salmon. A Jack, weighing two to four pounds, is the most palatable of all. Usually the salmon lives his second to fourth years in the ocean where food is plentiful, and he attains growth. The scales of the salmon, like the concentric rings in a tree, indicate its age. To an expert with a microscope the age at which the salmon entered the ocean, and his stay there, usually four years, is apparent.

106 Pounder World Record Catch

The largest salmon ever caught weighed 106 pounds and was taken in Alaska. The largest Columbia River Salmon ever caught was 86 pounds, caught in a net. The largest ever taken on hook and line was 83 pounds. All these fish were late in maturing and probably were six or seven-year-old males.

The smallest mature salmon was a male 5 inches long, which was seen in spawning with the large fish. He was a buck with the hooked nose, elongated canines, and all the markings of a mature male.

When the fish mature, their scales become more deeply embedded, the color turns dark red to brown, and the fish are known as "Tule." They swim into fresh water where these changes due to maturity take place. However, it is the maturity of the salmon and not the fresh water that causes the change of color. The male develops a pair of canine teeth, sometimes one-half inch long; the nose becomes hooked so that the mouth will not close; the shoulders become humped, and the fish is equipped for the fights of the spawning ground with the other salmon. The "Tule" Salmon is quite an undesirable specimen and is not accepted by the canneries.

5,000 Eggs to a Setting

The male digs a shallow trench and the female deposits her 5,000 eggs. The male extrudes milt over them, and they cover the eggs with gravel, tossing about in the process boulders the size of grapefruit. The spawning grounds are sometimes the smallest of mountain creeks, often without sufficient water to cover the backs of the fish. When spawning is over both sexes roll their battered and raw bodies into the stream and drift tail first to die. They are washed down in the floodwaters and left stranded on the bank where in a couple of weeks they begin to smell pretty high.

The salmon invariably return to the identical creek in which they lived as fingerlings. Of fish caught as parr and marked, less than one per cent are found as strays in other spawning grounds. A return four years later of fish marked when young, amounting to 10 per cent, is considered a good average. In Alaska where primitive conditions prevail a return of 30% has been known.

Many Hazards Beset the Salmon —2% Survive

There are many hazards to beset the salmon. Only eighty-five per cent of the eggs are laid in the spawning ground. Many are washed away without being fertilized. Hordes of hungry trout follow the salmon and account for many more. After eggs are hatched the small salmon are fair game for any fish larger than themselves. It is estimated that only 2% of the eggs in the salmon ever reach the ocean as fingerlings. In the hatchery the hatch varies from 95 to 98 per cent. Large numbers of small salmon become lost in unscreened irrigation ditches; are stranded by farmers taking the water out for irrigation purposes; are killed by pollution from towns along the route, or are eaten by other trout, especially the Dolly Varden which is notoriously cannibalistic. This fish is trapped and killed before spawning by the Oregon Fish Commission.

First Named by German Physician

The salmon were first christened by a German physician Walbaum, in 1792, who gave them the vernacular names by which they were known among the Russians. The genus name ORCORHYNCHUS (hooked nose) came in 1861.

Colombo's Flight Plan Not So Hot

(Continued from Page 2)

on the fuel tank. That would have been too obvious.

Cut Off at Pockets—Couldn't Pay Cover-Charge—Calls a Taxi

After observing this process for some little time, "Chris" became certain that his present supply of coin wouldn't pay the cover-charge, so he got a taxi (at seven dollars and no ten per cent off for round-trip fare), hied himself to a telegraph office and wired the present-day version of Queen Izzy to hock that star sapphire and send the money pronto. (What a help this modern telegraph service would have been to Chris I!)

Money in his jeans once more, and a new cargo under his arm, "Chris" returned to the dock to learn that after trying everything else his brainy experts had lifted the gas-tank cap and made a really astounding discovery.—— I leave you my friends, to fill in the blank.

Apologetically Wonders if Three Dollars Would Be Too Much

Anyway, when "Chris" asked for the bill the head man apologetically wondered if maybe three dollars would be too much, and had it not been that he had his new deck-cargo to lean upon I fear "Chris" would have fainted away.

The moral of this story, if any, should be that full wing-tanks are a handy thing to have around.

Personals About Pennsyltuckian Push-cart Drivers

Leaving "Chris" to cogitate about the meaninglessness of life these days, and turning to personals about the drivers of the Pennsyltuckian Push-carts, we once again find a number of new voices clogging the atmosphere on our over-worked plane-to-ground circuits. John Collins deserted a dispatcher's desk to sit on the soft cushions on the copilot's side of the ship. Steup, Juelson, Bernier, Magli and Zborink have also joined the happy family. Steup returns to us after a long absence. Juelson left All American Airways to fly for the Little Giant of the Airways.

Pilot Stork Adds to Dependents

The Stork Squadron still hovers about. McNeil added to the dependents of PCA some little time ago, and Ted Hardesty, our genial station manager at Detroit who wouldn't let any gol-durned pilots get ahead of him, proved that he meant it by producing a boy. A few days later Paul Koehn kept up the tradition by introducing another young man to the gang. In keeping with standard PCA procedure, Paul's heir bounced in ahead of schedule.

Who said Red Ink—Ninety-Eight Extra Sections in a Week

And speaking of bouncing, the word now is that we're getting Dizzy-3's before the first of the year, instead of the Far-Famed Fives we once thought we would have. They can't arrive any too soon, for we're practically bulging the sides of the 247-D's now. We had ninety-eight extra sections over the Labor Day week-end.

I Distinguished Myself In No Uncertain Manner

Your more or less faithful correspondent took a little time out recently to go on duty with the Flying Leathernecks at Grosse Isle, and distinguished himself in no uncertain manner by shooting up one of the government's best props. Of course the skipper won't agree, but I think it's pretty good shooting when you can sling three slugs out of ten into a little piece of metal revolving as fast as that prop was in a power dive. The thing that made the skipper unhappy was that some of the slugs bounced back and took off the top of one cylinder and made a few scallops in the cowling. I'll admit I wasn't too happy about it myself just at that moment.

Viva La Association

And the big news, of course, is that the Association has won another victory—in other words, we have our contract, and all we have to do now is figure out what we have now that we have it. Viva la Association!!

Be a-seein' ya.

Airworthiness—

(Continued from Page 5)

limitation on the landing speed would not be necessary if their proposal was adopted. They intimated, however, that if the aircraft met the approach requirements the landing speed would not be excessive. Mr. Behncke, on the other hand, speaking on behalf of the pilots, stated that he felt that the maximum landing speed requirement should not be removed, that we should hold on to this and add to it such other requirements as might be necessary to improve safety.

2g Turn Proposed to Replace Seventy Mile an Hour Landing Requirement

The 2g turn referred to in paragraph (1) of the manufacturers' proposal means in effect a sixty degree bank during which the stall speed is increased to 1.4 times normal. In other words, if the stall in normal straight flight is 85 m.p.h., the stall in a sixty degree bank would be 1.4 times that, or approximately 120 m.p.h. While the stalling speed of 85 m.p.h. may be attained with the use of flaps, paragraph (2) requires that at this flap setting the aircraft shall have a rate of climb of six times the stalling speed. This tends to discourage the use of flaps of excessive drag which would adversely affect the climbing characteristics and prevent a pull-out where the field is overshot. Their paragraph (2) also makes it necessary to retract the gear in ten seconds or provide equivalent performance with the gear down.

In regard to the third paragraph of the manufacturers' landing proposal, the landing run of 2500 feet must be met starting from a steady glide of 20% above the stall over a fifty-foot barrier. Since another part of the regulation requires that the aircraft shall be controllable up to the stall, it follows that in actual practice the approach may be safely made at a speed less than 20% above the stall.

It is noticed also that with flaps full down the stalling speed may not be lower than 5 m.p.h. below the stalling speed with flaps in the approach position. This indicates a permissible landing speed with full flaps of 80 m.p.h. The present limit is 70 m.p.h., so that there seems to be a proposed liberalization of 10 m.p.h.

CAA Makes Proposal on Take-off Requirements

The CAA's proposal on take-off requirements reads as follows:

"04.741 TAKE OFF.—The operation of airplanes unable to comply with the requirements of 04.701 shall be restricted as follows:

"04.7410 With regard to take-off, to such weights and airports that under standard conditions at the altitude of the airport:

"(a) The runway length is at least the distance required to accelerate to best angle of climb speed (with one engine inoperative if multi-engine) plus:

"(1) The distance required to stop from this speed by putting the airplane back onto the take-off surface; or

"(2) The distance required, with one engine inoperative (if multi-engine), to gain 50 feet of altitude from that at which the speed in (a) above is reached.

"(b) The angle of climb is at least as great as that of the plane through the end of the runway containing the top of the highest obstacle to flight on the runway extended."

The manufacturers also had a counterproposal for the take-off performance as follows:

"Take-off

"The take-off weight shall be determined by the most critical of the following two conditions:

"(1) Starting from rest (at point A) the distance required to reach a speed VT (at point B) using take-off power, and come to a stop (at point C) shall not exceed 3500 feet, where VT is not less than (a) 20% above the stall, or (b) the speed for directional control, whichever is greater. (This is power off stall speed with flaps in take-off position).

"(2) At take-off speed agreeing with VT above, the rate of climb with the most critical engine inoperative, other engines at maximum except take-off power, shall not be less than 2VT or 200 ft./min., whichever is greater. This climb angle when added to the take-off distance AB starting at B, must clear a 50-foot obstacle within 3500 feet from A.

"The landing gear may be in the lowest drag condition to which it can be retracted in 10 seconds.

"The inoperative propeller may be in the lowest drag position that may be reached within 10 seconds provided the engine which has failed can be immediately and positively determined.

"Notes

"The above tests are all to be reduced to standard atmospheric conditions at sea level as a requisite for TC.

"All distances and speeds are to be determined as the average of three tests. Speed for best climb and the resulting best climb require a five-point saw-tooth.

"For aircraft subject to the above, the take-off weight and power shall be increased or decreased to fit the altitude and length of the take-off field. The landing weight is constant.

"If the take-off weight is greater than the landing weight, the present rules for operation at provisional gross shall apply.

"The structural strength measurements shall be met at the maximum take-off weight except that the design weight for the landing conditions, while it cannot be less than the landing weight, may be as much as 15% less than the take-off weight.

"This proposal does not apply to cargo carrying aircraft which should be treated similarly but with appropriate relaxation."

The remaining special requirements in the Transport and Air Carrier category proposed by the CAA are as follows:

"04.742 CRUISING. — The operation of airplanes unable to comply with the requirements of either 04.700 or 04.701 shall be restricted, with regard to cruising flight, to such weights and altitudes that in the event of the failure of one engine it is possible to reach a point where a safe landing may be made.

"04.743 Airplanes certificated in this category shall be equipped with an OPERATING MANUAL by which the pilot is suitably informed of the necessary operating restrictions."

Difference Between Categories

The only difference between the Transport and Air Carrier categories is the Air Carrier category in addition to meeting all requirements of the Transport category must comply with certain additional requirements concerning detail design and equipment. These additional requirements were not divulged at the conference but presumably what is meant are such things as special instruments, radios, de-icing equipment, etc., which are required at the present time.

Among other proposals of the manufacturers not covered in the proposals of the C. A. A. was a recommendation that relaxation be permitted with respect to aircraft designed for use on small feeder lines, such relaxations to be in the matter of radio equipment and the number of pilots required. Mr. Behncke stated that the pilots' association was definitely against anything less than a two-pilot operation of any air line aircraft carrying human cargo. In another part of their report it is significant that the manufacturers say "naturally it is assumed that in any safety regulation one life is as valuable as another," which seems to conflict with their suggested relaxations in the case of feeder lines.

Conference Was Friendly

Many opposing views were voiced and Mr. Dycer, Coordinator of Flight Test and Inspection Unit, and presiding chairman, repeatedly explained during the conferences that the engineering changes contemplated were so important and extensive that it would take quite a long time to work them out, and probably additional conferences would be necessary, or at least new proposals would have to be drafted and submitted to all concerned for criticism before final adoption. Generally speaking, the pilots take the position that the landing speed requirement should not be done away with and that additional requirements should be added to insure more favorable flying characteristics, such as better maneuverability at low speeds and the best possible stall characteristics. The principal desire on the part of the pilots who, in the last analysis, must fly the equipment, is that all airworthiness regulations be written in such a way as to reflect the greatest possible degree of definiteness, and that vagueness, chances of misinterpretation, and abuses at the expense of safety should be definitely avoided.

—By E. G. Hamilton.

New President

JOSEPH H. FOSTER

The Air Line Mechanics Association International, changed heads at its Annual Convention held in Chicago on Oct. 2-5, 1939, electing Mr. J. H. Foster to succeed Mr. A. P. Martin as the chief executive of their organization.

The Mechanics' Convention was a busy meeting and many important matters vital to their organization were discussed. Seventeen delegates were present representing the locals from Los Angeles to Florida, and from Maine to the Gulf.

An expansion of full time officers was among the highlights of the convention. J. H. Foster was elected President, J. L. McFarland, General Vice-President, and A. P. Martin, Secretary-Treasurer.

A pioneer in the industry, Foster leaves American Airlines where he was Foreman in the Overhaul Shops. He spent three years in Southern Methodist University studying the ministry and then gave up his "Sky Pilot" calling to become a real pilot. He learned to fly and attended Georgia Tech, studying Aeronautical Engineering.

Mr. Foster is 34 years of age and has served the industry since 1928 with the following companies: American Airlines, Western Air Express, and Fokker Aircraft, in varying positions from Mechanic to Field Manager.

Stake Claims—

(Continued from Page 3)

Society is not alone in having exclusive circles — witness reports have it that the ship acted like a dog making his bed.

The Tune of Four Cart Wheels Per—

Have you observed the antics of the Captains as they fill out their swindle sheets at the end of the month? Boy, how they hate it! This winter we are apt to hear just as much beefing about cancellations but some of the edge will be taken off—to the tune of four bucks a day.

Work Agreement Booklet Best Addition to Home Library

The little booklet put out by the Company containing the work agreement certainly is the best addition to our home library we have secured in a long time. It contains no pictures, but very little imagination is needed to paint each page in glowing colors.

JUST LOOKING FOR A SOFT SPOT

Pilot Danny Medler (Senator-at-large) says to be cautious of back patting friends, they may be just feeling around for a soft spot to sink the well-known harpoon. A man of wide and variable experience —no doubt. *—Thanks to David B. Kuhn.*

* * *

PINCH YOURSELF—ARE YOU GETTING $25,000 A YEAR?

Read the following from the Miami Daily News, count ten and pull the rip cord.

"But getting back to the $25,000 a year. How many realize that the top flight pilots for the big air lines, particularly Pan American top notchers, receive about that figure even in these early stages of trans-ocean flying? And none of these ocean flyers is paid less than $10,000 to $15,000 a year."

* * *

TRY THIS ON YOUR MAIL ORDER SAXAPHONE—

There's a chill to the breeze in the night,
That warns us the summer's in flight.
And soon snow and ice,
Will more than suffice.
As a tip, see your clearance is right!

When ceilings are seeking the ground,
It takes gas to wander around.
So fill up your tanks,
It's like jack in the banks,
And swell stuff to have till your down.

You'll find that your mood will be sweeter.
If you can keep heat in the heater.
The passengers revel,
In warmth at a level,
That won't tend to freeze off their - - toes.

—Thanks to T. R. Cockcroft.

* * *

IT'S ALL IN THE POINT OF VIEW

On this particular Sunday afternoon the usual crowd at the Wichita, Kansas, airport seemed to be double in number. All eyes were eagerly glued on a DC-2 as it landed and taxied up to the ramp, for one can never tell on just which plane a celebrity may disembark for a minute's relaxation en route. The gang plank was rolled over into position, the door of the plane opened, and there emerged a man, even as you and I. With a telegraph blank in hand, he started for the station via the walkway that wedged itself between the crowd. A sweet little blonde in the crowd with large staring blue eyes, and a slightly misplaced C. G. (you know the type), could control herself no longer and impulsively burst forth with, "Mister, are you somebody important?"

The traveller smiled dryly and answered in a Will Rogers drawl, "Well, now I tell you—that's something that depends entirely on the point of view. This air line evidently thinks I'm important because I'm the only person riding on one of their great big luxury liners." —Hold the controls.

* * *

HOLD THE WIRE

A Legionnaire becoming alarmed about the eyesight of his buddy, Jones, during the recent Chicago Convention, rushed into the nearest doctor's office and excitedly cried out: "Doc, come quick. It's about my buddy, Jones. There is something the matter with his eyes."

Doctor: "And what's the matter, is he seeing little pink elephants running around on the floor?"

Legionnaire: "No, Doc, that's the trouble. **They are all right, but he can't see them.**" *—Thanks to Dr. Ralph Greene.*

* * *

WHICH WINS?

MU	S	SOLINI
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WI	N	S

—Thanks to George Ashley DeWitt.

* * *

PAGE THE GRIEVANCE COMMITTEE

The extremely delicate question—when, where, and, how far can a man go in kicking his wife without being guilty of disorderly kicking—was brought before Judge Hartigan in Chicago recently. The complainant, Mrs. Mary Kulpa, told the judge, "We were married three years ago, and eight months ago he started kicking me in bed." "Strange to say the least," observed the judge inquiringly. "Possibly Mr. Kulpa was kicking in his sleep. Maybe he is a sleep kicker."

"Until last week I thought he was doing it in his sleep, then I found out he was awake all the time," Mrs. Kulpa indignantly informed the judge.

The judge dismissed the disorderly charge but placed the sleep kicker under a peace bond to insure the Mrs. that he would no longer kick her in the boudoir. Now wouldn't it be a heck of a note for the old man if he did actually kick her in his sleep?

* * *

YES—DO BE CAREFUL

A British Flight Commander to one of his fledgling war birds—"Did you drop those leaflets over Berlin last night as ordered?" "I am sorry, sir," replied the fledgling, "you see it was like this—I just couldn't see the sense flying all that distance just to drop a few leaflets." "And what did you do with the leaflets?" sternly inquired the surprised commander, to which the young officer replied—"I dumped all of the packages overboard while flying over German towns just over the border and throttled down to 3,000 RPM and came home." "Without unwrapping them?" inquired the chief. The answer was affirming. "Don't you realize you may have hurt someone by dropping unwrapped packages on their towns?" "Sorry, sir," meekly replied the King's skyfighter, "I will be more careful next time."

* * *

WHEN NORTH MEETS SOUTH

An eskimo from the North Pole meets an eskimo from the South Pole—"Now i—o." Said the eskimo from the South Pole, "Now i—o YOU ALL."

Ask For and Ye Shall Receive

By WM. T. SWAIN
Council No. 31, AA
Glendale, Calif.

Yes, as usual, I shall start my newsletter out with the birth announcements. Really, I don't know what I would write about if it weren't for these prospective Captains and Stewardesses that are coming into the world. First, I would like to report the arrival of "Little Butch" to the Don Philips. He arrived on the 7th of August. "Little Butch" as he is known to most of us, will be known legally as Jeffery Bruce. Mrs. Philip is doing nicely but I don't know as I can say so much for "Big Butch," especially the evening after the event occurred when the "petit Dubonnets" were passed around. However, I got my share of them and also the refreshments that followed. Next, during the 12th of September, Joan Gay Patterson arrived on the scene and Papa Pat Patterson is wearing that well-known smile these days. Mrs. Patterson is doing nicely. All Pat has to say, now that he has both a fine boy and a lovely daughter is, "Ask for and ye shall receive!"

A. A. Moves to Union Air Terminal in Burbank

As is probably known throughout the system, we are finally moving to Union Air Terminal in Burbank. It came as a complete surprise but one that was welcomed by all the flying personnel of American Airlines. At last we will have a field at the western terminus of the line that we can take-off and land in, in more than one direction. As to the exact day of moving we don't know but it will probably be before this is published.

All of us fellows here in Council 31 are glad to welcome "Pop" Coln back again and hope he remains with us for some time. "Pop" was missed while he was flying up Chicago way.

Junior Birdmen Disillusioned by Modesty of Crew—Ship Lands Itself

I overheard a very interesting conversation the other day when one of the Flagships arrived at the ramp. It seems that there were several young boys about the age of the "Junior Birdmen," etc., standing at the fence right along side of the gate when the flight personnel came through. As the Captain and First Officer walked through, one of the boys inquired of the Captain if he had made that landing. He replied that he had not but that his First Officer had. The boys immediately fixed their admiring gaze upon the First Officer but before they could compliment him, he remarked that he had nothing to do with that landing. Immediately a puzzled look came upon the boys until suddenly one of them remarked, "Gee, that ship handles itself alright, doesn't it?"

Well, folks, I guess that is about all this time. See you next month.

Weather—

(Continued from Page 5)

some reduction in the amount of weather information available at any particular point which was one of the reasons the Army, which, on occasion, conducts long range flights, preferred the existing system. However, it was pointed out that at all terminal points where several airways converge there will be practically as much available information as there is now. On the whole it was agreed that it was much better to have a little less information in more usable form, especially since the maps and forecasts give the pilot a fairly good idea of what is coming his way from parts beyond the sphere of his particular operation.

Continuous Weather Watch To Be Maintained

Early in these discussions the pilots requested that consideration be given to the matter of maintaining a closer watch on last-minute weather changes. President Behncke stated that what a line pilot was principally interested in, in addition to other weather information, was the actual weather conditions that existed at the terminus of his flight. He pointed out that last-minute, unreported weather conditions had caused some very embarrassing situations in the past. The Army representatives strongly collaborated on this point and agreed that the most important part of weather reporting had to do with what the weather was at an airport at the actual arrival of a flight. Mr. Behncke suggested a continuous watch at all principal airports during bad weather periods and that in the absence of enough Weather Bureau personnel to make this possible, a method should be worked out whereby the local field tower attendants would watch questionable weather and report, between sequences, changes to the Weather Bureau for transmission to approaching planes. The Weather Bureau agreed to immediately work out a method of maintaining such a watch, first in cooperation with the local tower operators and later with their own personnel if it could be arranged. The matter of training the tower personnel to correctly observe weather was also gone into and it was decided that this would be desirable and should be done. *(See photo of Pilots committee below.)*

TEXT OF FARLEY'S NORTH BEACH DEDICATION ADDRESS

I am happy to participate, as a representative of the Federal government, in the dedication of this airport to the transportation needs of New York City and the nation.

This fine civic enterprise owes its existence to Mayor LaGuardia, and those associated with him, who had the bold foresight and the energy to conceive and carry it through. I feel sure, Mr. Mayor, that the people of New York are proud of your accomplishment and proud of this airport which will soon take its place among the best known transportation terminals in the country.

The history of North Beach airport is just beginning. Today its name is well known only to those people who live in this vicinity. But before many years have passed, with the constant development and expansion of aviation, the name of North Beach airport will be on the lips of air-minded travellers not only in this country but throughout the civilized world.

Depicts New York City's Communication and Transportation Growth

The growth of New York City, from a tiny seaport to a metropolis of several millions, has been closely bound up with the development of its facilities for communication and transportation. New York has one of the busiest and best harbors in the world—a water gateway through which pours the trade and commerce of countless nations. New York has magnificent railroad terminals to accommodate the heavy flow of its overland traffic. It has an excellent suburban train service and a subway system without peer. From the earliest times, New York has always been quick to provide for the comfort and convenience of those who travel through its portals.

It is only natural, therefore, that the city should have desired air facilities in keeping with its other forms of transportation. This ambition is now realized in the completion of this airport. The runways, the administration building, and the other facilities constructed here are designed to take care of modern air traffic needs in splendid fashion. Those in charge of planning had the wisdom and the vision to make provision, not only for the large seaplanes of today but for those larger planes which will be flying the airways a few years hence.

Aviation's Development Stirring Chapter in Mankind's Endless Struggle Against the Elements

The rapid development of aviation constitutes a stirring and romantic chapter in the age-long struggle of mankind to overcome the elements. Many of those assembled here remember the time, only a few decades ago, when the sight of a plane in the sky brought forth both wonder and amazement. For centuries, men dreamed of flying through space and bold spirits in every land worked and planned for its accomplishment. It remained for an American to be the first to achieve this miracle of the twentieth century. Those early planes awaken only curiosity and a faint sense of amusement now. The birdmen of today call them "crates" and wonder how the intrepid pioneers who flew such frail craft ever got them off the ground or held them together in the air.

Huge Continent and Ocean-Spanning Air Liners Tell Better Than Words Of Remarkable Progress

The huge air liners which span the continents and the oceans tell better than words the story of the remarkable progress that has taken place since the Wright brothers first launched a plane from the sand dunes of the Carolinas. The speed, comfort and, above all, the safety of these air liners bear ample testimony to the skill and ingenuity of the men and women who are helping to build this great industry in America.

None Can Accurately Foretell Future Aviation Expansion

Although we marvel at the progress already made in aviation, it is safe to say that hardly anyone can foresee accurately the period of expansion that lies ahead. There is no element of speculation in the labor and money invested here. The history of transportation, which, in the past, has played such an impressive role in the development of greater New York, justifies your faith in this project. Air transportation and communication are still in the early years of their growth. The day will dawn when the facilities of this expansive airport will be hard pressed to accommodate the mighty air fleets of the future.

It is only twenty-one years since the Federal government first established the air mail service, an experimental route covering the 218 miles which separate New York from Washington. This pioneer service swiftly justified the faith and courage of those who had a hand in its inception. From the start, the American public gave its sympathy and full cooperation to the infant industry. After a few years, the Federal government gave up the direct ownership and operation of the planes and turned over the mail transport to private carriers. The service was constantly improved and new routes added. From this small pioneering venture, the system has developed into the world's greatest air transport service.

1938 Record—37,000 Route Miles—52,000,000 Actual Miles Flown

The system now embraces a network of more than 37 thousand route miles and last year alone the planes in this service flew a total of 52 million miles. The growth of the foreign air mail transport system has been just as spectacular. The first line covered a distance of 246 miles from Key West, Florida, to Havana, Cuba. This service now covers more than 36 thousand route miles, with the mail going to many foreign lands as a part of the regular service in this far-reaching international system of communication.

Eulogizes Early-Day Post Office Air Mail Flyers as "Pony Express" Riders

A span of twenty-one years is a comparatively short time in human history. Yet, as we look back to the inception of the air mail service, it is difficult to realize the trials and handicaps which the early mail pilots were compelled to face. They carried your messages of friendship and business in small planes over uncharted airways, with few safety devices to protect them against the hazards of wind and weather. There were no lighted airways in those days and few intermediate landing fields for use in case of emergency. The radio beacon was unknown and very often the pilots were forced to rely on blind flying to feel their way through the dark pockets of the night. The nation owes a debt of everlasting gratitude to these courageous wingmen, the "Pony Express Riders of the Air," who brought the mails through and thus helped to lay the groundwork for the mighty air transport system of today.

Present-day Air Line Flyers—Worthy Successors—Safety in Final Analysis Depends on Cool Heads and Steady Nerves of Men at Controls

The air pilots who guide the air liners of the present are worthy successors to the hardy pioneers of twenty years ago. The safety of pilots and passengers has been vastly increased by technical improvements in the construction of planes. But in the final analysis, the safety of flying depends upon the cool head and steady nerves of the man at the controls and the excellent safety record compiled by the American air transport service is due in large measure to the skill and efficiency of its pilots.

A few figures serve to illustrate in striking fashion the growing confidence of the travelling public in air transportation. Someone has pointed out that a fair-sized auditorium could have accommodated the total number of passengers who rode the airways during the year 1926. To be more specific, the whole number that year was under six thousand. Twelve years later, in 1938, there were one million, three hundred thousand passengers and the total for this year will be even greater. Stated in another way, the number of air passengers carried annually is now equal to or greater than the entire population of a large city such as Detroit or Los Angels.

2,000 Fields—11,600 Planes—26,000 Pilots

There are more than two thousand prepared air fields in the United States which are being used constantly by eleven thousand planes. There are twenty-six thousand licensed pilots to fly these planes. This year witnessed the beginning of regular transport service across the Atlantic. Service across the Pacific has been in operation for some time and plans are under way for the establishment of regular service to New Zealand and Australia.

The air liners being built in this country seem destined to win the kind of world supremacy which the Yankee-built Clipper ships enjoyed for so long a period during the last century. America now leads the world in the development of civil aviation and under the able leadership of the men who direct the industry, I feel certain that this proud position will be maintained for years.

North Beach Airport Made Possible By Federal Assistance

The construction of North Beach airport was made possible by the financial assistance of the Federal government. This aid was extended through the WPA program, one of the many constructive measures adopted by the Administration to provide employment for idle workers. This program has played a vital part in helping to stabilize the national economy, while at the same time rebuilding the nation's physical plant. I congratulate every official and every individual who contributed in any way to the construction of this great enterprise. It is a lasting monument to all those who gave their skill and labor in its completion.

Mankind Forged a Mighty Weapon In the Airplane—Whether Used for War or for Peace Is for Mankind to Decide

It is fortunate for us here in the United States that we can gather together to dedicate an airport of this character to the pursuits of peace without thought of war, or conquest, or the dread possibility of armed conflict against another power. Mankind has forged a mighty weapon in the airplane—a weapon that may be used for good or for evil, depending upon the will and purpose of those who use it.

America Wants Peace Not for Self But for All Mankind

We have chosen the way of peace and with God's help, America shall continue to employ her vast system of airplanes and airports for the promotion of friendship, understanding and good will among nations. We are truly grateful for the fact that our country has escaped the destructive curse of war and the sympathy of the American people goes out to the people of those other countries less fortunate than our own. At the same time, we can assure the world that the impressive air fleet which we are now building will never be used for aggressive purposes against any nation, either large or small. America wants peace, not alone for herself but for all mankind.

Splendid Army of Line Pilots Fortify Nation Against Aggression

It is my honest belief that the splendid army of pilots who man the commercial air lines of this country will never be called upon for military service against another power. Yet I should like to point out that the very existence of these air lines, with their excellent equipment and personnel, is a strong guarantee of the nation's peace and safety. One of the lessons to be learned from recent events abroad is the fact that **a nation strong in air power is** well fortified to prevent aggression from any source. Let us continue then to encourage the construction of these air forces so that when we extend the hand of fellowship to other nations, the world will understand that it is the hand of strength and not the hand of weakness.

New York City's Sky Terminal Symbol of Man's Conquest of the Air

This airport stands here as a symbol of man's conquest of the air. In fact, it has brought the entire world closer to your doors. You are but four hours from Chicago by air and the distance in time to other large cities of the country has been reduced proportionately. The mail can leave here today, or a passenger can leave, and be in Europe tomorrow. By the use of the air mail, the door of opportunity has been widened for businessmen and those engaged in trade and commerce. You have at your command here outstanding facilities for peaceful communication with other peoples that will become more important as the years go on.

Builders of North Beach Air Terminal Prove Spirit of Progress Still Lives

I am happy to have had the opportunity of participating in these exercises. The creation of this great enterprise is a welcome sign that the pioneering spirit of progress is still alive in America. It is the spirit also of the aviation industry. Those who help to foster and sustain it should be happy in the knowledge that they are doing their part to advance the contentment and well-being of the people of this country and of their fellow-men.

LATE NEWS

(Continued from Page 6)

marked contribution from the experts of the NACA calls for a change in the size, thickness, and spacing of motor cylinder cooling fins. They explain that a new metal alloy and a new method of attaching the fin rings to the cylinders are responsible for this marked improvement which, if adopted by American builders, will give us planes that would exceed by far the speed of foreign aircraft.

Honored

Mayor LaGuardia of New York was recently awarded the annual Frank M. Hawks Memorial Award for "distinguished service to American aviation." The award was conferred by Air Service Post 501, American Legion of New York

HERE'S THE WEATHER AND TRAFFIC COMMITTEE. They had just returned from the October 10 Conference of the CAA's Airway Operation Division presided over by its chief, Mr. Earl Ward, which resulted in victory for the pilots. The present one-sequence weather reporting system was discontinued and replaced by the former geographical sequence method. Hence the smiles. (L. to r.) M. A. Glazebrook, ALPA Headquarters, Chicago; J. H. Roe, TWA, Kansas City; H. P. Little, UAL, Newark; C. R. Coleman, EAL, Newark; W. H. Proctor, AA, Chicago; E. G. Hamilton, ALPA, Washington; and seated, D. L. Behncke, President, ALPA.